

# Good Morning 305

The Daily Paper of the Submarine Branch  
With the co-operation of the Office of Admiral (Submarines)

## Sea-floor fortunes ready now



Dick Gordon Presents

### STAGE SCREEN and STUDIO



FROM Hollywood some time back I cabled home:—

**Joan Leslie is five feet four inches of curvaceous, red-headed charm, and is well on her way to Hollywood's highest pinnacle. It looks as though she'll get there long before she's old enough to vote!**

This is what gave me that idea:—

**Joan Leslie was born in Detroit, Michigan, in 1925, her real name being Joan Brodel. She was educated at parochial schools in Detroit and Toronto, Canada. She is still going to school, only now she has her lessons from private instructors, who come to the Warner Bros. studio to teach her.**

She has been on and off the stage ever since she was two years old, and had played several small roles on the screen before she was signed by Warner Bros. Her ambition—past, present and future—was, and is, to become a great actress.

She has a normal, healthy girl's interest in outdoor sports,



JOAN LESLIE

clothes, ice-cream sodas and movie stars—yes, even though she is now one herself.

Although Joan made her stage debut when she was two years old, she did no more than most girls who learn to sing and dance until the depression came and her father lost his job. Then she and her two talented elder sisters wanted to help him out, so they went into vaudeville, and their sister act was a great success.

Later, Joan went to New York with her mother, and became one of the Powers Agency's star child models. At

Your letters are welcome! Write to "Good Morning" c/o Press Division, Admiralty, London, S.W.1

THAT man's here again, if I may coin a phrase.

Tommy Handley forsakes his "Itma" character for a completely different type of role in his new Gainsborough picture, "Time Flies," which will shortly be seen in the West End.

He portrays an unscrupulous American company promoter who sells shares in a "Time Ball" invention to a credulous friend.

When its possibilities are

being demonstrated, something goes wrong and its passengers Tokio," submarine thriller star-

ONE picture that should have authenticity is "Destination

Tokio," submarine thriller star-

a pit accident, was then making steady progress.

Mother had just come in from a shopping expedition with a basket full of all kinds of things, which included a few of father's favourites. "They are going up to the hospital later," mother said, "and something will have Frank's name on it. Nothing would please Dad more than that."

More big news from home is that Edward will be starting school in May—and it's fairly obvious that that is big news for mother, too. One more out of trouble's way for a few hours a day!

Mother's very pleased, too, because the hens are laying better than ever, and that's good for father.

All at home send their fondest love, Frank.  
Good Hunting!

LYING at the bottom of the sea are hundreds of ships which could be salvaged as soon as the end of hostilities makes possible uninterrupted work.

**Salving these ships, and, in many cases, their cargoes, will probably provide work for thousands of years, and already a Select Committee has advised that at the end of the war the Admiralty should continue to hold its equipment, on which £3,000,000 has been spent.**

Already during the war £70,000,000 worth of ships and cargoes have been salvaged by the Admiralty. After the Great War the Admiralty listed more than 400 wrecks round the British coasts lying in twenty fathoms or less.

We may expect the number of wrecks suitable for salvage after the present war to exceed this number, for great improvements in technique since 1920 make it possible and economical for salvage to be carried out at greater depths.

**The most remarkable feat after the 1914-1918 war was undoubtedly the salvage of the scuttled German battleships in Scapa Flow. The salvage of many of the warships by Mr. E. H. Cox, who had never salved a ship in his life before and had to overcome all sorts of difficulties, is one of the romances of the sea. He was told it "couldn't be done," but, starting with 25 torpedo-boats, he worked up to the battleships. Many of the steel plates in the "Queen Mary" were forged from re-smelted steel cut from the German battleships.**

One of the outstanding feats of salvage during the present war was raising the naval training ship "Caledonia," formerly the Cunard-White Star liner "Majestic," which sank in deep water in the Firth of Forth after a fire. Eighteen hundred ports had to be sealed

ring Cary Grant and John Garfield.

On leave, to act as special adviser, is Lieut.-Commander Dudley Walker Morton, U.S. submarine commander who recently received the D.S.C., the Navy Cross with two stars, and a Presidential citation for destroying a Japanese convoy

Guess some one must have told some one about "We Dive At Dawn" and "Crash Dive."

In the years between the wars the Italians got many of

by divers before the ship could be floated and towed to port to be cut up and provide 40,000 tons of almost priceless steel for the war effort.

**Most of the work of the Admiralty Salvage Department and the Salvage Section of Steel Control is necessarily secret during the war. But to illustrate the improved methods and show what ingenuity can do, the following case can be quoted.**

A ship loaded with 5,000 tons of iron ore was sunk in deep water. Divers were able to reach it, and laid charges to blow off the hatches. A powerful electro-magnet was lowered, and picked up the ore tons at a time, until nearly all had been collected.

In the past it has generally been gold that salvage has been directed at recovering. The new conditions mean that after the present war there will probably be few prizes of the quality of the "Laurentic," which sank in 1917 off the Irish coast with £5,000,000 in bullion aboard.

But £2½ millions of the £2,379,000 worth of bullion aboard the "Niagara," sunk by a mine dropped by a raider off the coast of New Zealand in 1940, was recovered by brilliant work with improvised material. The salvors had to work with an old ship, all they could get with the shortage of bottoms, and at a considerable depth in great difficulties. Using a novel diving bell, they completed their task just before Japan entered the war.

**Some details were given recently of a remarkable piece of salvage on a vessel which was loaded with 3,000 tons of coal and 4,000 tons of iron. It was in such deep water that a new method of lifting was used. Before it could be applied, however, the coal had to be taken out.**

A diver went down to 90 feet and in the course of 18 months moved the whole 3,000 tons with his bare hands, loading it into grabs. Of course, this could not have been done if the coal had not been "lighter" at that depth, enabling the diver to move pieces that would have weighed hundredweights at the surface.



### CEILING-SITTER?

WHAT'S this young dame doing up there? Sitting on the ceiling?

No, sir. We are now letting you in on a TRADE SECRET!

See what's on those young legs?

Silk stockings!

And when the boys who advertise that sort of ungettable commodity want a picture they take a photo of a prone damsel with her legs raised.

Why?

Because then the muscles of the legs are not tensed, and so they get the soft curves that sell stockings.

Turn this page upside-down to see how the photo was originally taken. Oh, s'easy!

### FIVE TOUGH 'UNS ARE AWAITING YOU

#### P.O. FRANK ELSON





## BEELZEBUB JONES



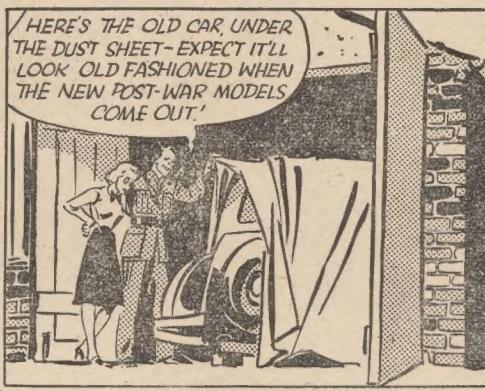
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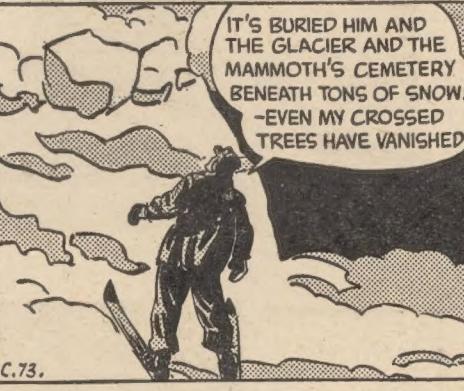
## POPEYE



## RUGGLES



## GARTH



## JUST JAKE



WOT?  
- SCRUMPIN'  
'ENS EGGS?

# The Story of Synthetic Rubber

By T. S. DOUGLAS

MR. BRADLEY DEWEY, U.S. Rubber Director, stated that by spring of this year U.S. synthetic rubber plants would turn out "artificial" rubber as fast as the nation used crude rubber in previous years.

Recently, the Minister of Production in Britain granted the first licence for the large-scale manufacture of synthetic rubber in Great Britain.

Motorists and the Services are already using synthetic rubber tyres.

These facts indicate that the United Nations have won perhaps the greatest industrial battle of the war.

When in ten weeks the Japanese swept through Malay and the East Indies they took away from the Allies the source of nine-tenths of their rubber. Modern war depends upon rubber as much as upon petrol, iron and explosive. But for the ingenuity of Allied chemists and the astonishing industrial potential of the U.S.A., this blow might have been fatal.

But the U.S. voted something like £150,000,000 for building the extremely complex plants needed to produce synthetic rubber, and this, with careful salvage and the gathering of natural rubber from Africa and South America, will see us through.

The U.S. last year is estimated to have produced well over 200,000 tons of synthetic rubber. The plants in full production will make 800,000 or even one million tons of rubber. All this rubber the U.S. formerly obtained from natural sources.

What will happen after the war when the plantations are again in production?

#### NATURE IS CHEAPER.

In fact, there may not be the surplus that would appear at first sight, for the new world of mass-produced cars and innumerable aircraft will require immense amounts of rubber. At present synthetic rubber, according to reports, is costing 20 to 25 per cent. more to produce than natural rubber cost in 1941.

In war that does not matter, for rubber must be obtained whatever the cost.

In peace-time cost will be an important factor. Synthetic rubber manufacturers believe that improved technique and huge-scale production can bring down the cost.

What may well happen is that natural rubber will be used for the purposes where it is still better than any synthetic product, and that synthetic rubbers will be used for purposes where they are superior.

For some things a mixture seems best. Tyres, for instance, contain from 5 to 30 per cent. natural rubber, according to size.

Synthetic rubber, or more correctly rubbers, or there are many distinct substances, are quite different chemically from the natural product. Their resemblance is purely physical—chemically they have no more in common than real silk with rayon.

The chemistry of synthetic rubbers is exceedingly complex, but, roughly speaking, they are compounds made up of very large molecules produced from comparatively small ones by chemical "condensation" or polymerization.

There are four chief groups—the butyls, thiokols, ethenoids and the butadienes.

It is the last type that is being manufactured in Britain, and the raw material may be petrol, from coal or wells, agricultural products containing starch, sugar, natural gas and acetylene. Probably petrol from coal will be most used in Britain.

The U.S.A., with its immense supplies of natural gas, petroleum, agricultural alcohol, and other raw materials, has a wider choice. The motorist of the future may drive a car with tyres made from the natural gas from the well that supplied the petrol in his engine!

#### FOR PERFECT PLUMBING.

The raw rubber produced could probably be distinguished from the natural product only by an expert, and it has to be processed in the same way.

Its characteristics vary. Some of the synthetic rubbers are immensely superior to the natural product in resistance to corrosion by oils, fats and chemicals, and can be used for pipes in a way that natural rubber could not.

A pipe of synthetic rubber with a steel wire embedded in it has been found virtually unbreakable, and may be used for plumbing.

For use in tyres, the natural product seems to have the advantage at the moment, although it is worth noting that the German army has travelled all over Europe on Buna tyres.

The U.S.A. experts have made great improvements in Buna, and it was recently reported that a bus with Buna-S tyres completed 37,000 miles without their being worn through.

The butyl rubbers do not make tyres, but resist corrosion, even by mustard gas, and hence can be used for gas masks. The resistance to great heat and cold of some of the synthetic rubbers means they are superior for certain purposes in aircraft, especially those operating at great heights or in the tropics.

The manufacturer of the future will probably be able to specify exactly what properties he requires from a rubber and know that the synthetic chemists will be able to supply it.

# Good Morning

## RUNNING REPAIRS

After 62 years at the smithy, seventy-six-year-old W. R. King now services prams in Great Clacton, Essex, as a labour of love.



"AND HE'S PREPARED  
TO 'STAKE' HIS LIFE  
NINE TIMES TOO"



"TURN IT UP,  
YOUNG LADY,  
TURN IT UP"



## This England

A picturesque scene at Pangdean, Sussex. The Land Girl takes the sheep along for shearing.



"House-moving,  
and we  
don't  
mean  
maybe"



## OUR CAT SIGNS OFF

"What a 'moving' sight."

